FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2000-14

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2000-01

99-27-02		Cessna	170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, +
99-27-12	S 99-26-13	Agusta	Rotorcraft: A109A and A109A II

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98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-04		Kaman	Rotorcraft: K-1200
2000-01-06		Rolladen	Glider: LS6-c Sailplane
2000-01-09		General Electric	Engine: CJ610, CF700
2000-01-10	S 98-08-07	Pilatus	PC-7
2000-01-11	S 99-17-07	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1
2000-01-16	S 75-23-08 R5	Cessna	T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D +
2000-01-19		Eurocopter Deutschland	Rotorcraft: EC 135 P1, EC 135 T1
2000-02-12	E	Bell	Rotorcraft: 407

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2000-02-09		Agusta	Rotorcraft: AB412
2000-02-14	S 98-13-10	Cessna	182S
2000-02-16		Short Brothers	SC-7 Series 2 and SC-7 Series 3
2000-02-32	S 98-12-21	Eurocopter France	Rotorcraft: SA.315B

Biweekly 2000-04

99-25-08		MD Helicopters	Rotorcraft: 500N
2000-02-12		Bell	Rotorcraft: 407
2000-02-15		Raytheon	65-90, 65-A90, B90, and C90
2000-02-25		Mitsubishi	MU-2B Series
2000-02-26		Harbin	Y12 IV
2000-02-27		Empresa	EMB-110P1 and EMB-110P2
2000-02-28		Aerospace Technologies	N22B and N24A
2000-02-29		Socata	TBM 700
2000-02-30		Twin Commander	600 Series
2000-02-31		Pilatus	PC-12 and PC-12/45
2000-03-06		Eurocopter France	Rotorcraft: SE 3130, SA 3180, SE 313B, SA 318B, +
2000-03-17	S 97-23-01	Fairchild	SA226 and SA227 Series
2000-03-18		Partenavia	AP68TP 300 “Sartacus” and AP68TP 600 “Viator”
2000-03-19		Industrie Aeronautiche	Piaggio P-180
2000-04-01		Cessna	172R, 172S, 182S, 206H, and T206H
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-12		Cameron	Appliance: Titanium Propane Cylinders

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98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-09		Cessna	560 Series
2000-04-16		Alexander Schleicher	ASH 25M and ASH 26E sailplanes
2000-04-26		Alexander Schleicher	ASW-27 sailplanes
2000-05-11		Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SA 318B, +

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2000-04-20		Bell	Rotorcraft: 407
2000-04-21		MD Helicopters	Rotorcraft: MD600N
2000-04-24		Honeywell (AlliedSignal)	Appliance: Auxiliary Power Units
2000-04-25		Bell	Rotorcraft: 407
2000-05-15		Eurocopter France	Rotorcraft: AS355N
2000-05-16		Sikorsky	Rotorcraft: S-61
2000-05-17	S 99-19-23	Eurocopter France	Rotorcraft: EC 120B
2000-05-23		Ayres	S-2R, S2R-G1, S2R-G5, S2R-G6, S2R-G10, S2R-R3S +
2000-05-24		Honeywell International	Appliance: KAP 140 or KFC 225 autopilot system
2000-06-01		Cessna	150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, +
2000-06-02		Dornier	228-100, 228-101, 228-200, 228-201, 228-202, +
2000-06-03		Bombardier	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300
2000-06-04		Fairchild	SA226-T, SA226-AT, SA226-T(B), SA227-AT, +
2000-06-06		The New Piper	PA-31, PA-31-300, PA-31-325, PA-31-350, PA-31P, +

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2000-06-05		Eurocopter France	Rotorcraft: SA330F, SA330G, SA330J, AS332C, +
2000-06-07		Eurocopter Deutschland	Rotorcraft: MBB-BK 117
2000-07-03		Robinson Helicopter	Rotorcraft: R44

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2000-04-15		Bell Helicopter	222, 222B, 222U, and 230
99-23-22 R2	Rescission	Transport Category Airplanes	Appliance: Mode “C” Transponder
2000-06-09		Turbomeca	Engine: Arrius 1A Series Turboshaft
2000-06-11		Turbomeca	Engine: Makila 1A and 1A1 Turboshaft
2000-06-12		Turbomeca	Engine: Artouste III B-B1-D Series Turboshaft
2000-07-27		Transport Category Airplanes	Appliance: Honeywell Air Data Inertial Reference Unit
2000-08-02		Agusta	Rotorcraft: A109A, A109AII, and A109C
2000-08-09		Robinson Helicopter	Rotorcraft: R22

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86-15-10	R2	Eurocopter France	Rotorcraft: AS-350B, BA, B1, B2, C, D, and D1, +
95-19-04 R1	Rescission	Learjet	35, 35A, 36, 36A, 55, 55B, and 55C
2000-06-10		Bell Helicopter	Rotorcraft: 407
2000-08-04		Robinson Helicopter	Rotorcraft: R44
2000-08-06		Eurocopter France	Rotorcraft: SA-366G1
2000-08-05	S 99-02-09	Agusta SpA	Rotorcraft: A109C and A109K2
2000-08-16		Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2000-08-22		MD Helicopters Inc.	Rotorcraft: 369D, 369E, and 500N, 600N
2000-08-51	E	Teledyne Continental	Engine: IO-360, TSIO-360, LTSIO-360, O-470, IO-470, +
2000-08-52	E, S 98-24-15	Bell Helicopter	Rotorcraft: 204B, 205A, 205A-1, 205B, and 212
2000-08-53	E, S 89-17-03	Bell Helicopter	Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, +

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2000-09-06		Maule Aerospace	MX-7-160C, M-7-260C, M-7-420AC, MX-7-180C, +
2000-09-15		Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, +
2000-10-06		MD Helicopters Inc	Rotorcraft: MD900
2000-10-07		Eurocopter Deutschland	Rotorcraft: EC 135
2000-10-08		Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1

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99-15-04 R1	R1	The New Piper Aircraft, Inc.	PA-46-310P and PA-46-350P
2000-10-05		Eurocopter France	Rotorcraft: SE.3160, SA.316B, SA.316C, SA.319B, +
2000-10-08	COR	Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1
2000-10-09		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, D, And AS355E, +,
2000-10-10	S 98-14-01	Eurocopter France	Rotorcraft:AS-350B, BA, B1, B2, and D, AS-355E, F, +,
2000-10-13		Eurocopter France	Rotorcraft: SA-365N, SA-365N1, AS-365N2, +
2000-10-14		Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, and 230
2000-10-22		Revo, Incorporated	Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200, +
2000-11-52	E	Sikorsky Aircraft Corp.	Rotorcraft: S-76 Series

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2000-11-04		Commander Aircraft	114TC
2000-11-05		Air Tractor Incorporated	AT-301, AT-401, and AT-501
2000-11-14		Pilatus Aircraft Ltd.	PC-12 AND PC-12/45
2000-11-16	S 97-17-03	Ayres Corporation	S-2R, S2R-R1820, S2R-T34, SR2-T15, S2R-G1, +
2000-11-17	S 98-10-04	Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, and SA-366G1
2000-11-18	S 99-21-24	Eurocopter France	Rotorcraft: SA-365C, C1, C2, and N1, AS-365N2 and +
2000-11-51	E	Teledyne Continental Motors	Engine: (TCM) O-300 Series, IO-360 Series, +
2000-12-03		Eurocopter France	Rotorcraft: AS332L2

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2000-12-09		Sikorsky Aircraft	Rotorcraft: S-76A

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99-05-13	Withdrawal	Raytheon Aircraft	17, 18, 19, 23, 24, 33, 35, 36/A36, A36TC/B36TC, 45, 50, +
2000-13-06	S 2000-05-16	Sikorsky Aircraft	Helicopter: S-61
2000-13-08	S 98-15-25	Eurocopter Deutschland	Helicopter: EC 135
2000-14-08		New Piper Aircraft	PA-42, PA-42-720, PA-42-720R, and PA-42-1000
2000-14-51	E	Air Tractor	AT-501, AT-502, and AT-502A

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RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

WITHDRAWAL Issued July 2000.

99-05-13 RAYTHEON AIRCRAFT COMPANY (Formerly Beech): Amendment 39-11061 Docket No. 98-CE-61-AD.

Applicability: Models 17, 18, 19, 23, 24, 33, 35, 36/A36, A36TC/B36TC, 45, 50, 55, 56, 58, 58P, 58TC, 60, 65, 70, 76, 77, 80, 88, and 95 Series Airplanes

FOR FURTHER INFORMATION CONTACT:
Mr. Jeff Pretz, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

Issued in Kansas City, Missouri, on July 5, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

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SIKORSKY AIRCRAFT CORPORATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-13-06 SIKORSKY AIRCRAFT CORPORATION: Amendment 39-11805. Docket No. 2000-SW-18-AD. Supersedes AD 2000-05-16, Amendment 39-11626, Docket No. 99-SW-61-AD.

Applicability: Model S-61 helicopters with pylon, part number (P/N) S6120-76265-001 or S6120-76266-507, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent structural failure due to a crack or corrosion of pylon upper and lower hinge web fittings (web fittings), P/N S6120-76261-012, -013 (upper) or S6120-76262-012, -013 (lower), and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS),

(1) Determine the alloy-temper of the web fittings in accordance with Sikorsky Aircraft Corporation Alert Service Bulletin No. 61B20-33, dated September 3, 1999 (ASB), Accomplishment Instructions, paragraph 3.A.

(2) Prepare the web fittings for inspection in accordance with the ASB Accomplishment Instructions, paragraph 3.B.

(3) Inspect the web fitting in accordance with the ASB Inspection Plan, Chart A, and the Accomplishment Instructions, paragraphs 3.C. and 3.D. Nicks, scratches, corrosion pitting or prior rework beyond the limits specified in paragraph 3.C.(5) require approval by the FAA.

(4) Repair or replace web fittings, as necessary, in accordance with the ASB Accomplishment Instructions, paragraph 3.C.(3) through (6). Nicks, scratches, corrosion pitting, or prior rework beyond the limits specified in paragraph 3.C.(5) require approval by the FAA.

(5) If replacing an unairworthy web fitting with an airworthy web fitting, replace it in accordance with the ASB Accomplishment Instructions, paragraph 3.F., prior to further flight.

(6) Create a log card for the pylon, if none exists. Make an entry on the log card or equivalent record implementing recurring inspection intervals in accordance with Chart A of the ASB.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Boston Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Boston Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) The inspection, repair, and replacement shall be done in accordance with the Inspection Plan, Chart A, and the Accomplishment Instructions of Sikorsky Aircraft Corporation Alert Service Bulletin No. 61B20-33, dated September 3, 1999. This incorporation by reference of that document was approved previously by the Director of the **Federal Register** in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of March 30, 2000 (65 FR 13877, March 15, 2000). Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Tech Support, 6900 Main Street, P. O. Box 9729, Stratford, Connecticut 06497-9129, phone (203) 386-7860, fax (203) 386-4703. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on July 18, 2000.

FOR FURTHER INFORMATION CONTACT: Brian K. Murphy, Aviation Safety Engineer, ANE-150, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7739, fax (781) 238-7199.

Issued in Fort Worth, Texas, on June 19, 2000.
Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

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EUROCOPTER DEUTSCHLAND GmbH
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-13-08 EUROCOPTER DEUTSCHLAND GmbH: Amendment 39-11807. Docket No. 98-SW-74-AD. Supersedes AD 98-15-25, Amendment 39-10866, Docket No. 98-SW-35-AD.

Applicability: Model EC 135 helicopters, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of drive to the tail rotor and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, conduct a tail rotor drive shaft vibration survey and install a Fenestron Shaft Retrofit Kit L535M3002 882 in accordance with Eurocopter Deutschland GmbH Alert Service Bulletin (ASB) EC 135-53A-005, Revision 3, dated September 2, 1998.

(b) Before further flight, install double bearing supports for the tail rotor driveshaft and tail boom struts in accordance with ASB EC 135-53A-004, dated August 14, 1998.

NOTE 2: ASB EC 135-53A-002, Revision 2, dated September 2, 1998, pertains to the subject of this AD.

(c) Before further flight and thereafter at intervals not to exceed 50 hours time-in-service, perform the following:

(1) Clean each tail rotor drive shaft bearing support. Using a 6-power or higher magnifying glass and a bright light, visually inspect the attach lugs of the bearing supports B and C (shown in Figure 1) for cracks, particularly in the area extending from the bend radius to the attaching screws and rivets connecting the bearing supports to the tail boom. Before further flight, replace each cracked bearing support with an airworthy bearing support.

(2) Inspect each bearing attach hardware lock plate for bent-open tabs and slippage marks for attach hardware looseness or rotation. Before further flight, replace any loose bearing attach hardware (including lock plates found bent or open due to bolt rotation) with airworthy hardware.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(f) The modifications shall be done in accordance with Eurocopter Deutschland GmbH Alert Service Bulletin EC 135-53A-005, Revision 3, dated September 2, 1998, and Eurocopter Deutschland GmbH Alert Service Bulletin EC 135-53A-004, dated August 14, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on August 9, 2000.

NOTE 4: The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD's 1998-033/7 and 1998-389, both dated September 14, 1998.

FOR FURTHER INFORMATION CONTACT: Uday Garadi, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0110, telephone (817) 222-5123, fax (817) 222-5961.

Issued in Fort Worth, Texas, on June 26, 2000.
Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

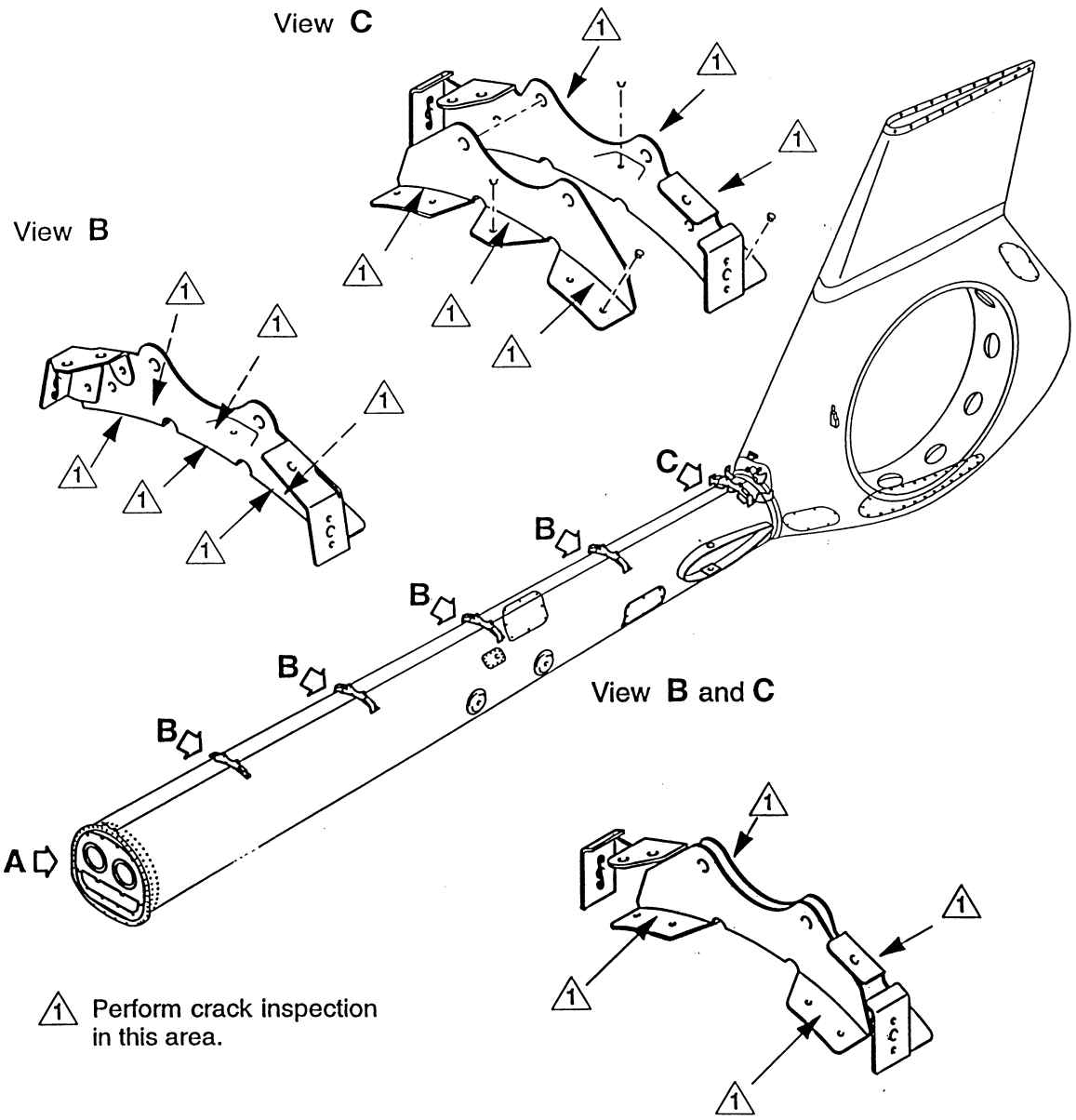
View C
View B
View B and C
A
B
B
B
B
C
1
Perform crack inspection in this area.

Figure 1

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THE NEW PIPER AIRCRAFT, INC.
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-14-08 THE NEW PIPER AIRCRAFT, INC.: Amendment 39-11817; Docket No. 2000-CE-20-AD.

(a) **What airplanes are affected by this AD?** Models PA-42, PA-42-720, PA-42-720R, and PA-42-1000 airplanes, all serial numbers, that are:

(1) equipped with pneumatic deicing boots; and

(2) certificated in any category.

(b) **Who must comply with this AD?** Anyone who wishes to operate any of the above airplanes on the U.S. Register must comply with this AD. The AD does not apply to your airplane if it is not equipped with pneumatic de-icing boots.

(c) **What problem does this AD address?** The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

(d) **What must I do to address this problem?** To address this problem, you must revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following requirements for activation of the ice protection systems. You must accomplish this action within the next 10 calendar days after August 21, 2000 the (effective date of this AD), unless already accomplished. You may insert a copy of this AD in the AFM to accomplish this action:

"• Except for certain phases of flight where the AFM specifies that deicing boots should not be used (e.g., take-off, final approach, and landing), compliance with the following is required.

- Wing and Tail Leading Edge Pneumatic Deicing Boot System, if installed, must be activated:

--At the first sign of ice formation anywhere on the aircraft, or upon annunciation from an ice detector system, whichever occurs first; and

--The system must either be continued to be operated in the automatic cycling mode, if available; or the system must be manually cycled as needed to minimize the ice accretions on the airframe.

- The wing and tail leading edge pneumatic deicing boot system may be deactivated only after:

--leaving known or observed/detected icing that the flight crew has visually observed on the aircraft or was identified by the on-board sensors; and

--after the airplane is determined to be clear of ice."

Note: The FAA recommends periodic treatment of deicing boots with approved ice release agents, such as ICEX , in accordance with the manufacturer's application instructions.

(e) **Can the pilot accomplish the action?** Anyone who holds at least a private pilot certificate, as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), may incorporate the AFM revisions required by this AD. You must make an entry into the aircraft records that shows compliance with this AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(f) **Can I comply with this AD in any other way?** You may use analternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) **Where can I get information about any already-approved alternative methods of compliance?** Contact S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; facsimile: (816) 329-4090.

(h) **What if I need to fly the airplane to another location to comply with this AD?** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(i) **When does this amendment become effective?** This amendment becomes effective on August 21, 2000.

FOR FURTHER INFORMATION CONTACT: S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; facsimile: (816) 329-4090.

Issued in Kansas City, Missouri, on July 3, 2000.
Marvin R. Nuss, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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AIR TRACTOR INCORPORATED
AIRWORTHINESS DIRECTIVES
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-14-51 AIR TRACTOR INCORPORATED: Docket No. 2000-CE-40-AD.

(a) **What airplanes are affected by this AD?** This AD applies to the following Air Tractor Incorporated airplane models and serial numbers:

Model	Serial Numbers
AT-501	501-002 through 501-0060 that have been converted to turboprop power.
AT-502	502-003 through 502-0061, except those that have been upgraded to the 8,000-pound gross weight configuration through the incorporation of Snow Engineering Co. Service Letter #80J.
AT-502A	All serial numbers.

(b) **When does this AD become effective?** This amendment becomes effective immediately upon receipt.

(c) **Who must comply with this AD?** Anyone who wishes to operate any of the above airplanes on the U.S. Register must comply with this AD.

(d) **What problem does this AD address?** This AD is intended to detect and correct fatigue cracks in the wing lower spar cap, which could result in an in-flight separation of the wing from the airplane.

(e) **What actions must I accomplish to address this problem?** To address this problem, you must accomplish the following:

Action	When	Procedures
(1) Initial Inspection: Visually inspect the wing lower spar cap at the wing center splice connection for cracks.	At whichever of the following that is applicable: (i) For the Models AT-501 and AT-502 airplanes: Upon accumulating 4,000 hours time-in-service (TIS) on each wing or within the next 10 hours TIS after the effective date of this AD, whichever occurs later; or (ii) For the Model AT-502A airplanes: Upon accumulating 3,000 hours TIS on each wing or within the next 10 hours TIS after the effective date of this AD, whichever occurs later.	Accomplish this inspection in accordance with the INSPECTION REQUIREMENTS section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.

Action	When	Procedures
(2) Repetitive Inspections: Inspect using visual or ultrasonic methods the wing lower spar cap at the center splice connection for cracks.	For all affected airplanes, accomplish the repetitive inspections as follows: (i) Visually: Within 50 hours TIS after the initial inspection and thereafter at intervals not to exceed 50 hours TIS; or (ii) Using ultrasonic methods: Within 400 hours TIS after the initial inspection and thereafter at intervals not to exceed 400 hours TIS.	Accomplish these inspections in accordance with the INSPECTION REQUIREMENTS section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.
(3) Replace or modify any cracked wing lower spar cap, as specified in the service information.	Prior to further flight after the inspection where the crack is found.	Accomplish the replacement and modification as follows: (i) Replacement: Remove the wing with the cracked lower spar cap and return to Air Tractor for spar cap replacement. Immediately notify Air Tractor that you are sending the wing if the cracked spar cap can not be modified. (ii) Modification: In accordance with the TERMINATING ACTION section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.
(4) Modifying each lower spar cap is considered terminating action for the repetitive inspection requirement. This modification can only be accomplished if the lower spar caps are inspected before the modification is incorporated and: (i) no cracks are found; or (ii) any crack found can be removed by drilling the hole to the next larger size.	This terminating action may be accomplished at any time provided the lower spar caps are not cracked.	Accomplish in accordance with the TERMINATING ACTION section of Snow Engineering Co. Service Letter #197, dated June 13, 2000.

(f) **Can I comply with this AD in any other way?** You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Fort Worth Airplane Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

Note: This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) **Where can I get information about any already-approved alternative methods of compliance?** Contact Rob Romero, Aerospace Engineer, FAA, Fort Worth ACO, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960.

(h) **What if I need to fly the airplane to another location to comply with this AD?** The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD provided you comply with the following:

(1) The hopper is empty;
(2) Vne is reduced to 138 miles per hour (mph) (120 knots) indicated airspeed (IAS); and
(3) Flight into known turbulence is prohibited.

(i) **Where can I obtain the service information referenced in this document?** You may get copies of Snow Engineering Co. Service Letter #197, dated June 13, 2000, from Air Tractor Incorporated, P.O. Box 485, Olney, Texas 76374. You may look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on July 3, 2000.
Marvin R. Nuss, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.